

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A multiple speed ratio power transmission, comprising:
 - an input supported for rotation;
 - an input shaft;
 - a first layshaft supported for rotation;
 - a second layshaft supported for rotation;
 - a first power path continually driveably connected to the input shaft for transmitting power between the input shaft and first layshaft, and producing a first ratio of a speed of the first layshaft and a speed of the input;
 - a second power path for transmitting power between the input and second layshaft, and producing a second ratio of a speed of the second layshaft and a speed of the input;
 - a clutch for driveably connecting and disconnecting the input and the input shaft first power path;
 - an output supported for rotation; and
 - a coupler for driveably connecting and disconnecting the output and the second power path input.
2. (Currently Amended) The transmission of claim 1, further comprising:
 - a one-way drive connection between the second layshaft and the input shaft.
3. (Original) The transmission of claim 1, wherein the second ratio is less than the first ratio.
4. (Currently Amended) The transmission of claim 1, wherein:

the first power path comprises a first pinion driveably connected to the input shaft, and a first gear driveably connected to the first layshaft, in meshing engagement with the first pinion; and

the second power path comprises a second pinion journalled on driveably ~~connected to the input~~, and a second gear driveably connected to the second layshaft, in meshing engagement with the second pinion.

5. (Canceled)

6. (Currently Amended) The transmission of claim 1, wherein:

the first power path comprises a first pinion driveably connected to the input shaft, and a first gear driveably connected to the first layshaft, in meshing engagement with the first pinion; ~~and~~

~~the coupler driveably connects and disconnects alternately the output and the first pinion.~~

7. (Currently Amended) The transmission of claim 1, wherein:

the second power path comprises a second pinion journalled on ~~driveably~~ ~~connected to the input~~, and a second gear driveably connected to the second layshaft, in meshing engagement with the second pinion; and

the coupler driveably connects and disconnects alternately the output and the second pinion.

8. (Currently Amended) A multiple speed power transmission for motor vehicles, comprising:

an input;

an input shaft;

a first layshaft supported for rotation;

a second layshaft supported for rotation;

a first power path continually driveably connected to the input shaft for transmitting power between the input shaft and first layshaft, and producing a first ratio of a speed of the first layshaft and a speed of the input;

a second power path for transmitting power through a one-way drive connection between the input and second layshaft, and producing a second ratio of a speed of the second layshaft and a speed of the input;

a clutch for driveably connecting and disconnecting the input and the input shaft ~~first power path~~;

an output supported for rotation; and

a first coupler for driveably connecting and disconnecting the output and the second ~~first~~ power path.

9. (Currently Amended) The transmission of claim 8, further comprising:
~~wherein~~

a first pinion journalled ~~supported~~ on the first layshaft;

a second pinion journalled ~~supported~~ on the second layshaft;

a first gear supported on the output ~~shaft~~, in meshing engagement with the first pinion and second pinion;

a second coupler for connecting and disconnecting alternately the first pinion and first layshaft; and

a third coupler for connecting and disconnecting alternately the second pinion and second layshaft.

10. (Currently Amended) The transmission of claim 8, wherein the one-way drive connection is a member of the group consisting of a one-way clutch, a sprag one-way clutch, a roller- one-way clutch, and a mechanical diode, ~~and a hydraulically actuated friction clutch~~ having an engaged state wherein the second layshaft and input

are driveably connected and a disengaged state wherein the second layshaft and input are driveably disconnected.

11. (Currently Amended) The transmission of claim 9 8, wherein each of the first coupler, second coupler and third coupler is a member of a group consisting of a synchronizer and a dog clutch.

12. (Original) The transmission of 8, wherein the clutch is a friction clutch.

13. (Currently Amended) The transmission of claim 9 8, wherein:
the first power path comprises a third pinion driveably connected to the input ~~shaft~~, and a third gear secured to ~~supported on~~ the first layshaft in meshing engagement with said third pinion; and
the second power path comprises a one-way clutch driveably connected to the input, a fourth pinion ~~driveably connected~~ secured to the one-way clutch, and a fourth gear secured to ~~supported on~~ the second layshaft in meshing engagement with said fourth pinion.

14. (Original) The transmission of claim 8, wherein the second speed ratio is less than the first speed ratio.

15. (Currently Amended) A multiple speed power transmission for motor vehicles, comprising:

an input;

an input shaft;

a first layshaft ~~supported for rotation;~~

a second layshaft ~~supported for rotation;~~

a first power path continually secured to the input shaft for transmitting power between the input shaft and first layshaft, and producing a first ratio of a speed of the first layshaft and a speed of the input;

a second power path for transmitting power through a one-way drive connection between the input and second layshaft, and producing a second ratio less than a first ratio of a speed of the second layshaft and a speed of the input;

a clutch for driveably connecting and disconnecting the input and the input shaft first power path;

an output ~~supported for rotation~~; and

a first coupler for driveably connecting and disconnecting the output shaft and the second power path.

16. (Currently Amended) The transmission of claim 15, further comprising: wherein

a first pinion supported on the first layshaft;

a second pinion supported on the second layshaft;

a first gear supported on the output shaft, in meshing engagement with the first pinion and second pinion;

a second coupler for connecting and disconnecting alternately the first pinion and first layshaft; and

a third coupler for connecting and disconnecting alternately the second pinion and second layshaft.

17. (Currently Amended) The transmission of claim 15, wherein the one-way drive connection is a member of the group consisting of a one-way clutch, a sprag one-way clutch, a roller- one-way clutch and a mechanical diode, ~~and a hydraulically actuated friction clutch~~ having an engaged state wherein the second layshaft and input

are driveably connected and a disengaged state wherein the second layshaft and input are driveably disconnected.

18. (Currently Amended) The transmission of claim ~~16~~ ~~15~~, wherein each of the first coupler, second coupler and third coupler is a member of a group consisting of a synchronizer and a dog clutch.

19. (Original) The transmission of 15, wherein the clutch is a friction clutch.

20. (Currently Amended) The transmission of claim 15, wherein:
the first power path comprises a third pinion ~~driveably connected~~ secured to the input shaft, and a third gear secured to ~~supported on the~~ first layshaft in meshing engagement with the third pinion; and
the second power path comprises a one-way clutch ~~driveably connected~~ secured to the input, a fourth pinion driveably connected to the one-way clutch, and a fourth gear secured to ~~supported on the~~ second layshaft in meshing engagement with said fourth pinion.

21. (Canceled)